2. Tank Inspection and Repair ~~Procedures~~

The purpose of the deliverables and the work to be developed under this Paragraph is to evaluate and document tank inspection and repair procedures to ensure the continued integrity of the bulk fuel field constructed underground storage tank ("tank") system at the Facility and to develop and implement improvements to these procedures. At a minimum, this deliverable will evaluate and document the following:

- Current tank inspection and repair procedures;
- Lessons learned from Tank 5 and related modifications to current procedures;
- Quality Control and Assurance of tank inspection and repair;
- Improvement opportunities;
- Schedule/frequency of modified API 653 tank inspections and repairs; and
- Tank re-commissioning procedures up to and including the re-filling process.

2.1 Scoping Meeting for Tank Inspection and Repair Procedures Report

Within thirty (30) days from the Effective Date of the AOC, the Navy and DLA shall schedule and hold a Scoping Meeting to be attended by the Parties. The purpose of the Scoping Meeting will be to detail the contents of the Tank Inspection and Repair Procedures Report.

2.2 Tank Inspection and Repair Procedures Report

Within 120 days from the Scoping Meeting, the Navy and DLA shall submit a Tank Inspection and Repair Procedures Report to the Regulatory Agencies. The Tank Inspection and Repair Procedures Report shall describe the current procedures and describe options for improvements.

2.3 Tank Inspection and Repair Procedures Decision Meeting

Within sixty (60) days from the receipt by the Regulatory Agencies of the Tank Inspection and Repair Procedures Report, the Navy and DLA shall schedule and hold a Decision Meeting to be attended by the Parties. The purpose of the Decision Meeting is to outline the Tank Inspection and Repair Procedures ~~Implementation Plan~~Decision Document for improvements to future tank inspection and repair. During the meeting, the options, criteria, and weighting factors for decision and ~~the decision~~ implementation will be discussed, and all parties will communicate their preferences. The specific decisions will not be made during this meeting. The final decisions will be established at the point the Regulatory Agencies approve the ~~decision~~ Tank Inspection and Repair Procedures Ddocument.

2.4 Tank Inspection and Repair Procedures Decision Document/~~Implementation Plan~~ and Implementation

Within sixty (60) days from the Decision Meeting, the Navy and DLA shall submit a Tank Inspection and Repair Decision Document ~~and Inspection and Repair Procedures Implementation Plan and schedule~~ to the Regulatory Agencies for approval. This document shall include a schedule for tank repair and maintenance that specifies what event or criteria triggers a tank shut down and the initiation of repair and maintenance. Once approved by the Regulatory Agencies, the Navy shall proceed with implementation of the Tank Inspection and Repair Decision Document ~~and Inspection and Repair Procedures Implementation Plan~~.

~~1.3.~~ Tank Upgrade ~~Alternatives~~

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The purpose of the deliverables to be developed and work to be performed under this Paragraph ~~will be~~ is to identify and evaluate the various tank upgrade alternatives ("TUA") and then select and implement ~~determine~~ the best available practicable technologyies ("BAPT"~~)~~), that can be applied to the ~~12.5 – 12.7 million gallon~~ USTs ~~tanks~~ at the Facility to prevent releases into the environment.

As used in this document, BAPT shall mean the release prevention methods, equipment, repair, maintenance, new construction and procedures, or any combination thereof, which is the technology that offers the most protection to the environment and is also feasible. Feasibility, for purposes of this document, shall be measured by finding the intersection of cost-effectiveness and technological availability. ~~A determination of the~~ The selection and approval of BAPT shall ~~include~~be based upon, but is not limited to, consideration of the following factors: the risks and benefits of the particular technology; the capabilities and requirements of the technology and facilities involved; and the cost of implementing and maintaining the technology. Reliance on any one of these factors to the exclusion of other factors is inappropriate. The Navy and DLA may propose to pursue pilot programs to evaluate unproven technologies and use data and conclusions drawn from such pilot programs in ~~meeting the requirements of Sections 3.5 and 3.6~~the development and evaluation of TUA, subject to the approval of the Regulatory Agencies.~~.~~

~~After the approval of BAPT, the Navy and DLA shall apply BAPT, or an approved pilot program technology, to all in-service tanks as part of their respective maintenance and repair cycles. The BAPT may change, as new technologies become available as further defined in the Tank Upgrade Alternatives Decision Document/Implementation Plan required under Sections 3.5 and 3.6, or by any approved pilot program technology that is successfully implemented.~~

The Navy and DLA shall complete upgrades to the Red Hill tanks ~~in accordance with~~ by applying BAPT, ~~as~~ as approved by the Regulatory Agencies, ~~of~~ to ~~all~~ Red Hill tanks actively storing fuel. The implementation of BAPT shall be performed in accordance with the approved TUA Decision Document and any modifications to that document that occur as a result of a re-evaluation and made part of an approved Re-Evaluation Decision Document described in Section 3.6. ~~within 22 years of the Effective Date of the AOC.~~ Tanks ~~not meeting this~~ to which the appropriate BAPT upgrade(s) have not been applied ~~deadline~~ shall be immediately taken out of service no later than twenty-two (22) years from the Effective Date of this AOC and may only be returned to use when the appropriate BAPT upgrade has been applied ~~until the BAPT upgrade can be completed.~~ If any BAPT decision requires military construction funding (a "MILCON"), an extension of up to 5 years may be granted by the Regulatory Agencies. The Navy and DLA shall make a good faith effort to comply with the original 22 year deadline even if a MILCON is required to meet the original BAPT.

At a minimum, the deliverable will evaluate the following:

- Tank Upgrades;
- Secondary Containment Alternatives;
- Coatings;
- Liners/Bladders;

- Associated Leak Detection Systems; and
- Other Alternatives.

3.1 Initial Scoping Meeting for ~~Tank Upgrade Alternatives~~ TUA Report

Within thirty (30) days from the Effective Date of the AOC, the Navy and DLA shall schedule and hold a Scoping Meeting to be attended by the Parties. The purpose of the Scoping Meeting will be to detail the contents of the Scope of Work for this section. During the meeting, criteria for decision making will be discussed.

3.2 ~~Tank Upgrade Alternatives~~TUA Scope of Work

Within ninety (90) days from the final Scoping Meeting, the Navy and DLA shall submit the Scope of Work for ~~Tank Upgrade Alternatives~~ TUA to the Regulatory Agencies for approval.

3.3 ~~Tank Upgrade Alternatives~~ TUA Report

Within twelve (12) months from when the Scope of Work is approved, the Navy and DLA shall submit a ~~Tank Upgrade Alternatives~~ TUA Report to the Regulatory Agencies for approval.

3.4 ~~Tank Upgrade Alternatives~~ TUA Decision Meeting

Within sixty (60) days from the Regulatory Agencies' approval of the ~~Tank Upgrade Alternatives~~ TUA Report, the Navy and DLA shall schedule and hold a Decision Meeting to be attended by the Parties. The purpose of the Decision Meeting is to discuss BAPT and subsequent actions for maintaining, repairing, and upgrading the USTs at the Facility. The specific decisions will not be made during this meeting. The final decisions will be established at the point the regulatory agencies approve the TUA D~~d~~ecision ~~d~~Document.

3.5 ~~Tank Upgrade Alternatives~~ TUA Decision Document and ~~Implementation/Implementation Plan~~

Within sixty (60) days from the Decision Meeting, the Navy and DLA shall submit a ~~Tank Upgrade Alternatives~~ TUA Decision Document ~~("TUA Decision Document")~~ to the Regulatory Agencies for approval. The TUA Decision Document shall define the BAPT to be applied to the in-service tanks at the Facility ~~at the beginning of their inspection and repair cycle~~. The ~~Navy and DLA shall also submit a TUA Implementation Plan with the~~ TUA Decision Document ~~and~~ shall include a proposed schedule for implementation of BAPT. The criteria or event used to identify the beginning of the inspection and repair cycle shall be defined in the TUA Decision Document ~~and Implementation Plan~~. The TUA Decision Document will incorporate, reject, or modify, as appropriate, the decisions made under sections 2 and 4 of this SOW. Once approved by the Regulatory Agencies, the Navy shall proceed with implementation of the TUA Decision Document ~~and Implementation Plan~~ in accordance with ~~its the~~ approved implementation schedule.

3.6 Tank Upgrade Alternatives Re-evaluation and Implementation

At least once every five (5) years from the approval of the TUA Decision Document, the Navy and DLA shall evaluate new technologies to ~~determine if new~~ identify ~~technologies may be available and practicable to implement in the Facility~~new, more environmentally protective BAPT. The Navy and DLA shall propose a scope and process ("re-evaluation SOW") for this re-evaluation to the Regulatory

Agencies for their approval for each re-evaluation period. This re-evaluation process shall commence with the submittal of a ~~r~~Re-~~e~~Evaluation Report~~SOW~~ within 54 months of the Regulatory Agencies' approval of the TUA Decision Document for the initial re-evaluation~~, and w~~ Within 54 months of the Regulatory Agencies approval of the ~~last~~ initial ~~r~~Re-~~e~~Evaluation ~~r~~Report, the Navy and DLA shall submit a Re-Evaluation SOW for the subsequent re-evaluation for approval by the Regulatory Agencies~~s~~. In each subsequent 54 month re-evaluation period, ~~A~~the Navy and DLA shall submit a ~~r~~Re-~~e~~Evaluation ~~result~~ ~~r~~Decision Document~~eport~~, prepared consistently with the approved Re-Evaluation SOW for~~and subsequent decision document and implementation plan, subject to the~~ approval ~~of~~by the Regulatory Agencies~~, will be~~ as part of the scope of the re-evaluation process. ~~The Parties may update the required BAPT based on the results of these re-evaluations.~~If new, more environmentally protective technology is identified during any re-evaluation of BAPT, and is approved for implementation at the Facility by the Regulatory Agencies, then that new, more protective technology shall become the new BAPT and shall be applied to any tank remaining in service at the beginning of its repair and maintenance cycle as defined in the TUA Decision Document or as modified pursuant to an approved re-evaluation report.